



**Federal Aviation Administration  
Air Traffic Organization  
(FAA ATO)**

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**Low Altitude Authorization and Notification Capability  
(LAANC)**

**LAANC USS New Applicant Onboarding Process  
And Application Instructions**

# 1. Background

The Low Altitude Authorization and Notification Capability (LAANC) is a collaboration between the FAA and Unmanned Aircraft System (UAS) Service Suppliers (USSs), who are entities approved by the FAA to provide LAANC services. Launched in October 2017, LAANC automates the approval process for airspace authorization requests made by small UAS (sUAS) operators flying under 14 C.F.R. Part 107 (Part 107) and 49 U.S.C. § 44809 (Section 44809). Part 107 and Section 44809 authorize sUAS operators to fly in controlled airspace near airports provided they have prior authorization from air traffic.

Prior to LAANC, the FAA used a manual approval process that was not scalable. Given that UAS usage is expected to grow, the FAA determined that an automated process, such as LAANC, is necessary to handle the future volume of authorization requests.

The FAA is responsible for creating the basic framework of LAANC and the Application Program Interface (API). Through LAANC, USSs access UAS Facility Maps (UASFM), which provide the maximum altitudes in controlled airspace that sUAS operators can receive near real-time airspace authorizations for planned flights. Authorization requests submitted by sUAS operators are checked against the UASFMs and if at or below the maximum altitude (and in accordance with all other legal provisions), LAANC will automatically approve the authorization request in near real-time. USSs develop applications (web-based and/or mobile) that enable sUAS operators to make authorization requests, receive responses to such requests, and receive other communication from the FAA regarding planned operations.

LAANC USS applicants are encouraged to read this document carefully to understand the minimum requirements for becoming an approved LAANC USS and the FAA's expectations for each phase of the New Applicant Onboarding Process from initial submission of the Application Package to the Technical Interview to Formal Testing.

This document's intent is to provide instructions regarding how to apply to become a LAANC USS, details regarding the process to successfully onboard as a LAANC USS, and what is expected of a LAANC USS applicant at each step in the New Applicant Onboarding Process.

Questions regarding the LAANC USS New Applicant Onboarding Process and expectations can be submitted to [9-AJM-USS-Applications@faa.gov](mailto:9-AJM-USS-Applications@faa.gov)

## 2. Guidelines

LAANC USS applicants are advised that:

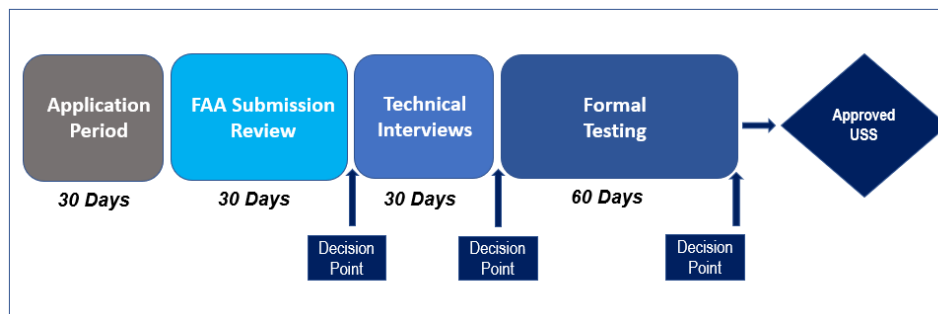
- This document should be read in its entirety by all LAANC USS applicants prior to submitting an Application Package.
- The LAANC program, and its governing documents, are fluid and subject to change as rules and requirements continue to mature.
- This is not a Screening Information Request (SIR) or Request for Proposal (RFP). The FAA does not intend to release an SIR or RFP for LAANC Services.
- The FAA is not seeking or accepting unsolicited proposals outside of the New Applicant Onboarding Process.
- The FAA will not pay for any information received or costs incurred at any point in the New Applicant Onboarding Process.
- Any costs associated with the New Applicant Onboarding Process, providing LAANC services, or anything related to LAANC are incurred solely at the LAANC USS applicant's expense.

- FAA New Applicant Onboarding Process decisions regarding any single LAANC USS applicant are in no way prejudiced by FAA decisions regarding other LAANC USS applicants.
- The FAA's decision regarding the ability of a LAANC USS to successfully complete the New Applicant Onboarding Process is final and at FAA's discretion. FAA decisions regarding the New Applicant Onboarding Process are not subject to protest.
- LAANC USS Applicants who previously applied for and did not successfully complete the LAANC New Applicant Onboarding Process are able to apply during any future application period. The FAA does not attach any penalty to LAANC USS applicants who fail to successfully complete the New Applicant Onboarding Process.

### 3. USS New Applicant Onboarding Process

The New Applicant Onboarding Process<sup>1</sup> consists of four phases (See Figure 1 below)

*Note: For current application dates and latest announcements, visit [https://www.faa.gov/uas/programs\\_partnerships/data\\_exchange/laanc\\_for\\_industry/](https://www.faa.gov/uas/programs_partnerships/data_exchange/laanc_for_industry/)*



*Figure 1. New Applicant Onboarding Process Timeline\**

\*Subject to slight adjustments due to calendar shifts from year to year.

#### 3.1. Application Period

Applicants must read the published current versions of the following documents prior to applying<sup>2</sup>:

- LAANC Concept of Operations
- LAANC USS Performance Rules
- Memorandum of Agreement (MOA)
- USS Onboarding Test Procedure and Report

The USS Onboarding Application Package must include:

- Complete response to Sections 4.5.3, 4.5.4, and 4.5.5.
- The MOA signed by the LAANC USS applicant
- Proof of registration with [System for Award Management](#) (SAM)
- All requirements contained in Section 4 must be followed or the FAA may reject the Application Package

<sup>1</sup> This process also applies to previous applicants who have begun the new applicant onboarding process before but did not complete.

<sup>2</sup>Available at: [https://www.faa.gov/uas/programs\\_partnerships/data\\_exchange/laanc\\_for\\_industry/](https://www.faa.gov/uas/programs_partnerships/data_exchange/laanc_for_industry/)

Any additional information about the product or service as provided in Section 4.5.6. (this is provided at discretion of the LAANC USS applicant)

### **3.2. FAA Submission Review**

The FAA will review all complete Application Packages that are submitted by the end of business day on the last day of the application period. During the FAA Submission Review period, the FAA may ask LAANC USS applicants for additional information and applicants are expected to provide, in the designated time frame, any requested information. The FAA will not review any Application Packages that are incomplete or submitted past the last day of the application period<sup>3</sup>. Failure to adhere to all Specific Instructions (see Section 4), may result in the LAANC USS applicant not receiving an invitation for a Technical Interview, or the next phase of onboarding. The FAA will inform all LAANC USS applicants via email if they are invited for a Technical Interview prior to the start of the Technical Interview period.

### **3.3. Technical Interview**

Upon FAA review of all required material, the FAA will determine if applicant qualifies to proceed to the next phase and send an invitation to participate in a Technical Interview via email. The email will provide detailed instructions regarding how to schedule the Technical Interview. Please note a response to schedule technical interview is required within one week of receiving the invitation. If a LAANC USS applicant fails to schedule a Technical Interview within one week of receiving the invitation, the applicant may be removed from the New Applicant Onboarding Process.

Upon completion of Technical Interview period, all prospective LAANC USSs will be notified of FAA's decision to proceed to Formal Testing via email. See Section 4.6 below for specific details regarding the Technical Interview. See Section 4.7 below for specific details regarding Formal Testing.

### **3.4. Formal Testing**

LAANC USS applicants that receive an invitation to participate in Formal Testing will receive instructions on integration with the LAANC Automation Platform (LAANC AP) in the sandbox environment.

To access the sandbox environment, the LAANC USS applicant must provide the FAA with the IP address or CIDR block of the system(s) that will originate connections to the FAA. (Acceptable blocks are /8, /16, /24, and /32 IPv4 address ranges and /16, /24, /32, /56, /64, and /128 IPv6 address ranges.) Once provided, the FAA will provide the LAANC USS applicant with a unique three-letter identifier, API documentation, and authentication details. The LAANC USS applicant must be prepared to implement security measures for all connections to LAANC-AP by employing Secure Sockets Layer (SSL) and OAuth 2.0. The API Specification and related information will be provided to the LAANC USS applicant only after the FAA extends an invitation to Formal Testing.

Initial connectivity to the LAANC-AP sandbox environment may be verified using an API test client. The use of an established tool will allow the LAANC USS applicant and FAA to validate network connectivity and test that the authentication token is working correctly independent of the applicant's developed software. The FAA will provide sample scripts that will assist in setting up the initial tests and demonstrate proper invocation of the LAANC-AP API. The LAANC USS applicant must deploy webhooks to receive messages initiated by the LAANC-AP and a callback URL must be provided to the FAA. The requirements for the webhook receiver are contained in the API documentation. Once initial network connectivity and authentication is complete, the USS applicant may proceed to integrate fully with the sandbox environment.

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<sup>3</sup> See above link for specific dates and deadlines for New Applicant Onboarding.

Once the USS applicant is fully integrated with the LAANC sandbox environment, Formal Testing can take place. Formal Testing will follow a standard procedure that will test the USS applicant's LAANC products as described in section 4.7 Formal Testing Specifics

## 4. Application Specific Instructions

- 4.1. Applicants must submit a complete Application Package (see Section 4.5) and signed MOA via email to [9-AJM-USS-Applications@faa.gov](mailto:9-AJM-USS-Applications@faa.gov) during the open Application Period. All Application Packages must be received by 11:59 P.M. Eastern Time Zone.
- 4.2. The FAA will review all Application Packages received to determine which LAANC USS applicants may be invited to further participate in the New Applicant Formal Onboarding Process.
- 4.3. The selection of LAANC USS applicants invited to participate in the New Applicant Formal Onboarding Process described in this document will be at the sole discretion and judgment of the FAA. All LAANC USS applicants are subject to the same standard and requirements.
- 4.4. The FAA will provide an explanation of any decision to the LAANC USS applicant upon request. The FAA decision to not advance a LAANC USS applicant at any point during the New Applicant Onboarding Process will not affect the applicant's ability to resubmit an Application Package during any future application period.
- 4.5. Application Package Specifics
  - 4.5.1. LAANC USS applicants must provide a response that meets the requirements contained in these instructions. No standard format exists for a response other than the formatting requirements contained in Section 4.5.2.
  - 4.5.2. The response to Sections 4.5.3, 4.5.4, and 4.5.5 must not exceed 20 written pages. The format of the response must be as follows:
    - Time New Roman typeface
    - No smaller than standard 12-point font
    - 1-inch margins on all sides of text
    - Double-spacing on all text
    - Tables of Information may be included; text can be no smaller than standard 10-point font
    - Written response must be provided in machine-readable form (e.g., searchable PDF, MS word)
  - 4.5.3. The LAANC USS applicant must address its approach to meet each of the LAANC USS Performance Rules by directly addressing how it will meet each LAANC USS Performance Rule and by providing as much descriptive detail and implementation strategy as possible. The LAANC USS applicant does not need to re-state the LAANC USS Performance Rule as long as it is clear which LAANC USS Performance Rule is being addressed in the response. For a set of related LAANC USS Performance Rules, the LAANC USS applicant may provide additional information, as necessary.
  - 4.5.4. LAANC USS applicants must demonstrate capability to meet LAANC USS Performance Rules and other requirements. Applicants who merely affirm their capability will not be invited to a Technical Interview. For example, the response must go beyond statements such as "XYZ company can provide O&M support" or "XYZ company can meet Performance Rule 3.6". The response must substantively describe how the LAANC USS Performance Rules will be met.

4.5.5. For each LAANC USS Performance Rule, the LAANC USS applicant must state whether its product can meet the LAANC USS Performance Rule at the time of application submission. For any LAANC USS Performance Rule that the LAANC USS applicant cannot meet at the time its Application Package is submitted, the applicant must include a description of how it will meet the LAANC USS Performance Rule prior to the start of the Formal Testing phase. If any LAANC USS Performance Rules cannot be met prior to the start of Formal Testing, the LAANC USS applicant must state when it intends on meeting the LAANC USS Performance Rule and why it is unable to meet the rule prior to the start of Formal Testing.

4.5.6. A LAANC USS applicant may provide, at its discretion, additional information to support its application. This additional information cannot exceed 5 pages and if any embedded video material is provided it may not be any longer than two minutes. This additional information is provided at the discretion of the LAANC USS applicant and the FAA neither requires nor expects applicants to supply this additional information.

4.5.7. The LAANC USS applicant must provide the MOA, electronically signed by an authorized and responsible agent of the LAANC USS applicant. The terms of the MOA are identical for all LAANC USS applicants and are non-negotiable.

4.5.8. The FAA may seek additional clarification on any aspect of the Application Package. If the FAA requests additional information, the LAANC USS applicant must supply the requested information within the designated time frame.

4.5.9. All LAANC USS Applicants must register with SAM. SAM is an official website of the U.S. government. All LAANC USS Applicants must provide proof of registration with SAM when the Application Package is submitted.

4.5.10. LAANC USS Applicants who submit Application Packages that meet the above requirements and meet FAA expectations will be invited to a Technical Interview to further discuss the proposed product.

#### 4.6. Technical Interview Specifics

4.6.1. The Technical Interview will last one (1) hour. At least one LAANC USS applicant representative must attend in-person. Other representatives may attend remotely/virtually to support the in-person representative. The FAA strongly encourages one of the LAANC USS applicant representatives to be the technical point of contact for the LAANC USS applicant.

4.6.2. During the Technical Interview, the LAANC USS applicant is expected to demonstrate a completely working product or mature prototype. This can be accomplished through a live demo of the solution (recommended), recorded video, or screenshots of the product. If screenshots are used, the LAANC USS applicant will be expected to address the current status and maturity of its product so the FAA can determine if the applicant will be ready to complete Formal Testing within the New Applicant Onboarding Process time period.

4.6.3. The Technical Interview is not intended to be a test, but the LAANC USS applicant must meet the requirements of Section 4.6.2 above. While it is not expected that the LAANC USS applicant will demonstrate a production-ready product during the Technical Interview, the FAA expects a product that has at least some functionality and demonstrates that the applicant will have a production-ready product by the end of New Applicant Onboarding Process time period. Any aspect of data-exchange interaction with the government should be simulated during the product demonstration, if applicable. (See Attachment A of the LAANC USS Performance Rules for the LAANC High-Level Exchange Model). The API Specification is provided at the time the LAANC USS applicant is invited to Formal Testing.

4.6.4. The Technical Interview also provides the opportunity for the LAANC USS applicant to have a discussion with the FAA regarding the current status of the applicant's product, to ask questions to the FAA, and to identify areas that will need improvement. The FAA desires LAANC USS applicants to be successful and will provide the guidance and support that it reasonably can to applicants.

4.6.5. LAANC USS applicants who successfully demonstrate their LAANC solution in the Technical Interview will be invited to Formal Testing. In some cases, there may be some development gaps that exist at the time of invitation to Formal Testing. If such gaps are identified by the FAA, the LAANC USS applicant must resolve such gaps prior to participating in the Formal Testing phase. If any identified gaps are not resolved, the FAA will rescind the invitation to Formal Testing and invite the LAANC USS applicant to apply during a future application period.

4.6.6. Upon completion of the Technical Interview period, the FAA will notify all LAANC USS applicants of the FAA's decision. This email will contain instructions on how to schedule the Formal Testing sessions. See Section 4.7 for more information.

#### 4.7. Formal Testing Specifics

4.7.1. Each LAANC USS applicant invited to Formal Testing will be offered two onboarding sessions, each lasting three hours. Times for testing sessions are limited and are offered on a first-come, first-serve basis. As all applicants that advance to Formal Testing will be invited at the same time, the FAA recommends scheduling early to get preferred time slots.

4.7.2. The testing sessions must be conducted remotely through a web-conference of the LAANC USS applicant's choice. All testing sessions must be remote; no in-person testing sessions are considered.

4.7.3. Applicants typically need the full-time of both testing sessions to prove that they can meet the LAANC USS Performance Rules. The FAA strongly recommends that LAANC USS applicants schedule one session toward the beginning of the Formal Testing period and one toward the end. Most applicants have typically required as much time between testing sessions as possible to address any issues identified in the first session.

4.7.4. Formal Testing will consist of the FAA taking LAANC USS applicants through the USS Onboarding Test Procedure and Report ("Test Procedure"), which is available on the FAA website. For each service offering (i.e., Part 107 automatic authorization, Part 107 Further Coordination, Section 44809 automatic authorization) the LAANC USS applicant will be thoroughly tested in accordance with each Test Procedure scenario. LAANC USS applicants are expected to complete every scenario fully and accurately. No exceptions will be provided. The FAA strongly recommends that all LAANC USS applicants be familiar with each scenario and be prepared to successfully complete each scenario prior to their testing sessions with the FAA. The FAA strongly recommends that LAANC USS applicants not underestimate either the time it will take or the difficulty in completing the Test Procedure.

4.7.5. In between the testing sessions, the FAA, if requested, will provide general feedback to the LAANC USS applicant regarding the applicant's performance in the first testing session. This feedback will be limited in nature and may include only which test scenarios were completed successfully and which were not.

4.7.6. The FAA reserves the right to make the determination after the first testing session that the LAANC USS applicant will be unable to successfully complete the Test Procedure in the second testing session and remove the LAANC USS applicant from Formal Testing. If that occurs, the LAANC USS applicant will not become an approved LAANC USS and will be encouraged to apply during a future application period.

4.7.7. The FAA will provide an Onboarding Test Report to all LAANC USS applicants following the two testing sessions. This report will outline how the USS performed for each scenario.

4.7.8. LAANC USS Applicants who successfully complete all scenarios in the Test Procedure and meet all other requirements will be invited to be an approved LAANC USS.

## **5. FAA Approval**

Once the LAANC USS applicant successfully completes the New Applicant Onboarding Process, the FAA will countersign the MOA, grant production credentials, and provide all necessary instructions to the approved LAANC USS in order for the LAANC USS to begin to provide authorization services.

Configuration of the production environment will occur to allow the LAANC USS to connect to LAANC AP, including whitelisting of IP addresses, obtaining the LAANC USS's webhook URL and providing production authentication credentials.

Approved LAANC USS applicants are expected to have a production-ready product. The FAA expects the approved LAANC USS to promptly begin offering LAANC services within its planned business model. Any deployment delay beyond a reasonable time required for minor fixes, if required, and coordinated public announcements by the government may result in the FAA rescinding approval and asking the approved LAANC USS to apply during a future New Applicant Onboarding Process period.